

The Hong Kong Daily Press.

No. 2487.

號八十八百四千二第二

HONGKONG, TUESDAY, 3RD OCTOBER, 1865.

二仲間
英三月號

[PRICE 32c PER MONTH.]

Arrivals.

Oct. 1, LUCERNE, from Whampoa, in tow of FAME.
Oct. 2, LAHAINA, Haw. br., 227, Holing, Chefoo, Sept. 15th, General.—SCHENK, Capt., from Foochow, from Whampoa.
Oct. 2, FORTUNA, from Whampoa.
Oct. 2, ROMILLA, Brit. s.s., 900, Crockett, Calcutta, at anchor outside the Lycee-mun. Pash.—JARDINE, MATTHEWS & Co.
Oct. 2, CAMBODIA, Fr., mail str., 3000, Noel, Galle, 15th Sept., Penang, 21st, Singapore and Sajon, 27th, Sues, 27th Aug., Malacca, Penang, Galle, and Ophium.—Macassar, Langkawi.
Oct. 2, HADASSAH, Brit. br., Tries, Dickson, Sunderland, 25th May, Cork.—ORDEN, Oct. 2, ALBRECHT BORG, Dut. br., 507, O. Vandy, Singap. 16th Sept.,
Oct. 2, CANADIAN, Brit. br., 704, John, 18th, Galle, 15th Sept., General.—JAMES, MATTHEWS & Co.
Oct. 2, CANTON, Dm. 3-months s.s., 251, Iveson, Nauvoo, 20th Sept., Peas-Bouldari, H. H. & Co.
Oct. 3, TYPHOON, Nov. br., 204, H. J. Jensen, Newchung, 20th Sept., Beams—Oxford & Co.
Oct. 3, ASTELOPE, Hanc. s.s., 90, Hubert, Chester, 20th Sept., General.—Wm. Pusey & Co.

Departures.

Oct. 1, HARADA, s.s., for Aleshae, in tow of SINGAPORE.
Oct. 1, Sir J. JEFFREYS, M.R., for Macao.
Oct. 2, CHINA, s.s., for Canton.
Oct. 2, TIMPLANE, for Whampoa.
Oct. 2, KALI-MAS, for Batavia.

Clearances.

AT THE HARBOURMASTER'S OFFICE,
OCTOBER 2, 1865.
M. Gilda, for Bangkok.
Tanjore, for Whampoa.
Aurora, for Singapore.
Susanna, s.s., for Shanghai.

Passengers.

For "Cobden" Herod will sail.
For Yachto.
From MARSHALLS—Messrs. Carron, Delahaye, Mansel, Bodard, Michel, Pont, Paul Galle—Messrs. Abdal Kelan, Abd-el-Kader, and others.
From SINGAPORE—Messrs. Boccaro, R. P. Ascan, Olofsson, and 2 females, Pederdon.
From SAIGON—Mr. Latson, Lieut. Kanki Heers, Constantine, and others.
From SHANGHAI—Mr. and Mrs. Vacher.
From SINGAPORE—Mr. Gillian, Mr. Orum, and Son, and Shagheek.
For "Astrope" from Chao.
Miss T. Christensen, W. Neher.

Reports.

The British "Advertiser" reports having spoken a Chinese vessel damaged and under repair at the English Consulate at Macao. Heavy was at the time, and could not get home, or give her parts the only thing they required. The "Hedas" & two hours had knees and rails, part of bulwarks and masts, off during a hurricane of the Mauritius.

The "Condor" reports having broken the British ship "Dove" from London to Shanghai in Farman Channel, 10 days out.

The British "Advertiser" Captain J. Russell, who left London on the 6th June, arrived in Hong Kong on the 1st October, and will leave on the 2nd. Wednesday, 16th October, will experience a very severe typhoon from N.W. 24th, Thursday, typhoon still increasing and wind reaching to N.W. with a tremendous sea and much damage to shipping. Friday, 17th October, part of bulwarks and masts off during a hurricane of the Mauritius.

The "Condor" reports having broken the British ship "Dove" from London to Shanghai in Farman Channel, 10 days out.

The British "Advertiser" Captain J. Russell, who left London on the 6th June, arrived in Hong Kong on the 1st October, and will leave on the 2nd. Wednesday, 16th October, will experience a very severe typhoon from N.W. 24th, Thursday, typhoon still increasing and wind reaching to N.W. with a tremendous sea and much damage to shipping. Friday, 17th October, part of bulwarks and masts off during a hurricane of the Mauritius.

Auction Sales To-day.

LAMBERT, ATKINSON & CO.,
Sundry Articles.

Intimations.

THE Steamer "PILGRIM" will sail for Macao at half past Eight this morning, returning on the same day will leave Macao at two o'clock in the afternoon for Hong Kong.

Oct. 3, Hongkong, 3rd October, 1865.

Concentrated Essence of JAMAICA GINGER.

Or the secret of diarrhea, Spain, Tis-
sue the Bowels, and cure the disease by
removing the necessary organs
of the body. This Reserve will arrest
the progress of that disease. Also in
those disorders which arise from impure
digestion; this esteemed preparation
is found highly beneficial.

Every one should at all times have it
ready at hand.

SOLD BY

ALFRED WRIGHT,

CHEMIST AND DRUGGET.

READING ROOMS.

HAVING enlarged our Premises for Ship Chandlery, &c., we have a commodious Room apart upstairs with private entrance, a large Drawing-Room, and a small Library, and the following Papers are received every Mail, viz.:—The Straits Times Extra, London Daily Times, Saturday Review, Spectator, Edinburgh Review, The Times, The Pall Mall Gazette, Mitchell's Magazine, Illustrated London News, Punch, Alice's Express, Australian and other Papers, also the London Papers, and the like. We also receive the Standard, Mail, Entrance fee for Captain, and Agents, £1.00 per month. This Room having been set apart for the use of Agents, it is to be hoped they will patronize it as a place of meeting as every convenience has been supplied that can be desired.

Entrance Tickets to be had on application to

TALBOT & CO.

Oct. 27th, Hongkong, 4th September, 1865.

STEAM TO "TA-YING."

THIS Powerful Tug will be to be
seen in the Harbour, having come from the
harbour for towing them to or from sea.

Her Anchorage will be near the House Street.

Apply to Captain on Board,

or to

BUSSELL, & CO.

Oct. 1897, Hongkong, 7th June, 1865.

Banks.

BANK OF INDIA.
Capital, Rs. 1,00,00,000,
(21,000,000 Sterling.)

ESTABLISHED IN HONGKONG.

Incorporated with unlimited Liability under
Act No. XIX of 1857 of the Legislative Council
of India.

HEAD OFFICE HONGKONG.

London Bankers, The London Joint Stock Bank
Branches—London, Calcutta, Shanghai and
Hongkong.

HONGKONG BRANCH.
The Bank draws on its Head Office at Bombay and
Branches at London, Calcutta, Shanghai and
Hongkong.

Letters of Credit, Bills of Exchange, Bills of
Exchange drawn on the above Branches.

INTERESTS ON DEPOSITS.

Interest will be allowed as follows—

12%

11%

10%

9%

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7%

6%

5%

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Docks.

HONGKONG AND WHAMPOA DOCK COMPANY.
The COMPANY'S DOCKS, at ABERDEEN and WHAMPOA, are in full working order, and the attention of Shipowners is respectfully solicited to the advantages which this Establishment offers for the Docking and Repair of Vessels. The following description of their Services is submitted for the information of the Public.

ABERDEEN DOOKS.
DOCK No. 1.

Built of GRANITE.
Length, 330 feet.
Breadth, 99 feet.
Depth of Water at Spring Tides, 19 feet.
Do. do. do. 19 feet.
New DOCK, No. 2.

Built of GRANITE.
Length, 400 feet.
Breadth of Water at Spring Tides, 21 feet.
Do. do. 21 feet.
This DOCK is now under course of construction.

WHAMPOA DOOKS,
DOCK No. 1.

Built of GRANITE.
Length, 550 feet.
Breadth, 80 feet.
Depth of Water at Spring Tides 18 feet.
Do. do. 18 feet.
This DOOK can be used either as one or two DOOKS.

DOCK No. 2.

Built of GRANITE.
Length, 310 feet.
Breadth, 69 feet.
Depth of Water at Spring Tides 18 feet.
Do. do. 18 feet.

This DOOK is the largest DOOK in China, and they are fitted with every facility for the safe and secure safety and disposal of cargo.

DOCK C.

Built of Wood.
Length, 260 ft.
Depth of Water at Spring Tides, 11 feet.
Do. do. Neap. 9.6 feet.

D. and E. are Mid DOOKS available for small vessels, as very low rates.

WORKSHOPS.

The Workshops of the Premises, both at Aberdeen and Whampoa, possess every appliance necessary for the Repairs of Ships or Steam Machinery. The Engineers' Shops are supplied with Lathes, Planing, Scrolling, Drilling, Turning, Milling, &c., and are fitted up with the latest and most perfect tools, and driven by steam. The Shipwright's and Blacksmith's Shops are equally supplied with plant, and the work is entirely directed under the supervision of European Engineers.

For all Lifting Shears stand on a Jetty, alongside which vessels can lie in 24 feet water, and take in our bulks, masts, &c.

BOILERMAKERS' DEPARTMENTS:
The Company in addition to executing Repairs are prepared to tender for supplying new Boilers for Steam-ships, for constructing which they have great facilities.

FOUNDRY.

Iron and Brass Castings, either for Ships or general purposes, are executed with the utmost dispatch.

STORES.

The Company's Stores will (when required) supply to moderate rates all the necessaries for the use of Vessels.

STEAM TUG.

Shipwork, such as Paint, Copper, &c., The Company's two large Steam Tug Boats, (one 100 feet long), are always in readiness to tow Vessels from Hongkong to the Dock free of charge, and will take them back to sea again.

For further particulars apply to G. N. MUNRO, Manager at Whampoa, or to Hongkong.

LA PRAIRIE.

N.B.—The Contractors or Masters of Vessels are requested to complain of the work done, or in any way respecting the Dock arrangements, should address the Secretary on the subject—when their complaint will receive the immediate attention of the Directors.

Hongkong, April 2, 1865.

PORT OF AMoy.

S. DEBS, informer, that the Dock Compt. Engineers' Department, at the above Port, have a large number of Vessels and for Cleaning and Painting Iron and Steam Ships.

Their large Gasworks, 200 feet long, on average Spring Tides, can take Vessels Drawing 16 to 17 feet Water. The Dock is fitted with a Collision Gate and with a Central Steam Pump, to draw off the water from the Dock. The tide of the Amoy stock is kept on hand of Timber, Oregon Spars, Sheetiron Copper and Yellow Metal, and all descriptions of Material required.

The Premises comprise an Engineer's Workshop, a large Smithy and Carpenter's Workshop, and the Works are supervised by Resident Engineers, who, throughout, are prompt, and the best service is given.

For the accommodation of Captains and Crews of Vessels.

All kinds of Ship and Blacksmiths Work.

The Large Dock provides an Engine, Pump, and other machinery, and the Workmen, Ship Owners, and Captains, that their charges for Docking are lower than any in China.

No Commission charged upon any Metal or Stores supplied by the Company.

Apply to JOHN HAGUE & CO.,
Hongkong, 1st September, 1865.

DANES ISLAND DOOKS,
WHAMPOA.

CONSTRUCTED BY
J. R. BELL.

(1) DOOK, 210 feet long, can take in Vessels

drawing 14 feet, at Spring Tides.

One DOOK, 160 feet long, can take in Vessels

drawing 11 feet, at Spring Tides.

Two DOOKS, for the accom-

mmodation of Captains and Crews of Vessels.

The Large Dock provides an Eng-

ine, Pump, and other machinery,

Ship Owners, and Captains, that their charges

for Docking are lower than any in China.

No Commission charged upon any Metal or Stores supplied by the Company.

Apply to JOHN HAGUE & CO.,
Hongkong, 1st September, 1865.

FOOCHEW DOOKS,
MARNAL POINT, RIVER MIN.

The undesignated respectively begs to notify

to the attention of Masters of Ships

that the Foochew Gasworks, now ready to receive Vessels. Its dimensions are as follows:—length 200 feet, width at bottom 40 feet at top 25 feet, depth of water on the still, Spring Tides, 100 feet.

The Gasworks is fitted with a Gasometer and is pumped out by steam in two hours.

The Shipwright's department, under the superintendence of an experienced European, is also well supplied.

Dry docks, and a large Hulk for the reception of Cargo, and Barrage.

JOHN O. SKYE,
Manager.

FOOCHEW, 1st October, 1865.

HONGKONG AND WHAMPOA DOOK
COMPANY.

The Second Call of Fifty Dollars (\$50) per
two Weeks' Due Date, is due on the 1st October Next, and is payable at the "Ara" and Masterman's Bank, Receipts for the payment of which will be granted by the Manager.

By Order of the Directors.

E. LA PRAIRIE.

Hongkong, 1st October, 1865.

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